

claims and should also be deleted from the final published version of the claims.]

Claim 1: *(Currently amended)* An amusement device [1] comprising
a vehicle [3] adapted to carry one or more persons and to that can be moved along
~~over~~ an elongated track [4,5,6] as well as along a movable track portion [12,32] that
can be moved jointly with said vehicle from a first, relatively low position [1] to a second,
relatively high position [11], or vice versa, which movable track portion can detachably
connect to said elongated track at least when at said second, relatively high position [11],
characterized in that the movable track portion extends substantially horizontally in
said first position [1], whereas the movable track portion extends at an angle to the
horizontal in said second position [11], said angle being sufficiently large to provide a
sense of excitement to the one or more persons in the vehicle.

Claim 2: *(Currently amended)* An amusement device according to Claim 1,
characterized in that the movable track portion extends substantially horizontally in
~~said first position, whereas the track portion~~ extends substantially **vertically** in said second
position.

Claim 3: *(Currently amended)* An amusement device according to Claim 1,
characterized in that the movable track portion is movable along a guide rail
[9,10,11], during which movement the movable track portion extends substantially
perpendicularly to the guide rail.

Claim 4: *(Currently amended)* An amusement device according to Claim 1,
characterized in that the movable track portion can be is moved by means of a cable [16]
that can be wound onto a drum.

Claim 5: (Currently amended) An amusement device according to Claim 1, characterized in that the amusement device is provided with a safety device [[Fig.5]] which comprises a number of pulleys and a safety cable [[25]] passed over said pulleys, the two ends of which safety cable are connected to the movable track portion, whilst the pulleys can be moved by means of a piston-cylinder combination [[21]] .

Claim 6: (New) An amusement device for providing a sense of excitement to one or more persons using the amusement device, said amusement device comprising:

- (a) a detachable and movable track section [[12,32]] adapted to support a track-following vehicle [[3]], the vehicle being sufficiently large to carry one or more of said persons using the amusement device, the movable track section being elongated to generally define a corresponding first axis of elongation;
- (b) a driving system [[14]] adapted to move the movable track section between a relatively low first position [[1]] and a higher second position [[11]];
- (c) a tilter [[9,10,11,13]] operatively coupled to the movable track section to cause the first axis of elongation of the movable track section to be tilted into a substantially horizontal first angle when the movable track section is in said first position [[1]] and to cause the first axis of elongation to be tilted into a substantially non-horizontal second angle when the movable track section is in said second position [[11]], the second angle being sufficiently non-horizontal so that if the vehicle and vehicle-carried riders are supported by the movable track section at the time its first axis attains said second angle, the second angle provides a sense of enhanced excitement to the one or more persons carried in the vehicle beyond excitement provided merely by the vehicle and movable track section being at said higher second position [[11]]; and
- (d) at least one track-continuation section [[4,6]] to which the movable track section detachably attaches so that said track-following vehicle can move between a first support state in which the vehicle is supported by the movable track section and a second support state in which the vehicle is supported by the at least one track-continuation section, the movement of the track-following vehicle between the first

and second support state occurring when the movable track section is attached to the at least one track-continuation section.

Claim 7: (New) The amusement device of Claim 6 wherein:

(c.1) said substantially non-horizontal second angle is in the order range of 30 to 90 degrees away from the horizontal.

Claim 8: (New) The amusement device of Claim 7 wherein:

(d.1) a first of said at least one track-continuation sections [4] is located at the higher second position [11] and is adapted to allow the vehicle to directly follow the first track-continuation section under force of gravity when the vehicle is released from the attached, movable track section while said substantially non-horizontal second angle is attained.

Claim 9: (New) The amusement device of Claim 6 wherein:

(c.1) the tilter [9,10,11,13] tilts the first axis of elongation of the movable track section between the first and second angles at a same time while the driving system [14] is moving the movable track section between the first and second positions.

Claim 10: (New) The amusement device of Claim 6 wherein:

(c.1) the tilter [9,10,11,13] tilts the first axis of elongation of the movable track section to the second angle after the driving system [14] has moved the movable track section to a position at or substantially near the second position.

Claim 11: (New) The amusement device of Claim 6 wherein:

(c.1) the tilter [9,10,11] includes a guide rail that operatively couples to the movable track section [12,32] while the movable track section is moving between the first and second positions, where the guide rail controls the angle of the first axis of elongation relative to the horizontal.

Claim 12: (New) The amusement device of Claim 11 wherein:

(c.1a) the guide rail includes a circular arc portion [11].

Claim 13: (New) The amusement device of Claim 11 wherein:

(c.1a) the guide rail includes a substantially vertical portion [[10]].

Claim 14: (New) The amusement device of Claim 11 wherein:

(c.2) the tilter [[9,10,11]] includes a support [[13]] structured to support the movable track section so that its first axis of elongation maintains a predefined third angle relative to a corresponding tangent of the guide rail while the movable track section moves in operative intercoupling with guide rail.

Claim 15: (New) The amusement device of Claim 14 wherein:

(c.2a) the third angle is about 90 degrees.

Claim 16: (New) The amusement device of Claim 6 wherein:

(d.1) said driving system includes a first cable [[16]] operatively coupled to pull the movable track section up from the lower first position to the higher second position;
and

(d.2) said driving system includes a second cable [[18]] operatively coupled to pull the movable track section down from the higher second position to the lower first position.

Claim 17: (New) The amusement device of Claim 16 wherein:

(d.1) said driving system includes a third cable [[25]] operatively coupled to apply a counterweight force against the weight of at least one of said movable track section and said vehicle.

Claim 18: (New) The amusement device of Claim 17 wherein:

(d.1a) said third cable [[25]] defines a safety loop with two opposed parts of the safety loop connected to the movable track section.

Claim 19: (New) The amusement device of Claim 17 wherein:

(d.1a) said third cable [[25]] is coupled to a cylinder-piston combination [[25]] which provides said counterweight force and inhibits the movable track section from falling rapidly in a case where the first cable [[16]] fails to adequately support the movable track section.

Claim 20: (New) The amusement device of Claim 6 wherein:

(d.1) a first of said at least one track-continuation sections [[4]] is located at the higher second position [[11]] and is angled according to said substantially non-horizontal second angle so that the vehicle can continue its track-following motion at said second angle when moving between the movable track section and the first track-continuation section.

Claim 21: (New) The amusement device of Claim 20 wherein:

(d.2) a second of said at least one track-continuation sections [[6]] is located at the lower first position [[1]] and is angled according to said substantially horizontal first angle so that the vehicle can continue its track-following motion at said first angle when moving between the movable track section and the second track-continuation section.

Claim 22: (New) The amusement device of Claim 21 wherein:

(d.3) both of the first and second track-continuation sections [[4,6]] extend in a generally same continuation direction [[Fig.4]] so that a vehicle moving from one of the first and second track-continuation sections to the other by way of said movable track section undergoes a reversal of traveling direction, entering the movable track section while moving in a first traveling direction defined by said continuation direction and leaving the movable track section while moving in an opposite second traveling direction, and also experiencing a change of elevation in switching from one of the first and second track-continuation sections to the other.

Claim 23: (New) The amusement device of Claim 6 and further comprising:

(e) a first multi-section track-following vehicle [3] adapted to carry a plurality of persons, where the movable track section [12,32] is at least as long as the multi-section vehicle.

Claim 24: (New) The amusement device of Claim 23 and further comprising:

(f) a boarding station [7] at which passengers can board said first multi-section track-following vehicle;

(d.1) wherein a first of said at least one track-continuation sections [6] is located at the lower first position [1] and is angled according to said substantially horizontal first angle so that the first vehicle can continue its track-following motion at said first angle when moving between the movable track section and the first track-continuation section [6]; and

(f.1) the boarding station [7] is located along the first track-continuation section and spaced sufficiently away from said movable track section [12,32] so that a second multi-section track-following vehicle can stop in the boarding station for boarding of additional passengers while the first multi-section track-following vehicle [3] is being moved between the first and second positions while supported by the movable track section.

Claim 25: (New) The amusement device of Claim 6 wherein:

(a.1) said track section [32] has an axis of tilt approximately midway along its first axis of elongation.

Claim 26: (New) A method for operating an amusement device so as to provide a sense of excitement to one or more persons using the amusement device, said method comprising:

(a) supporting a first track-following vehicle [3] on a movable track section [12,32], the vehicle being sufficiently large to carry one or more of said persons using the amusement device, the movable track section being elongated to generally define a corresponding first axis of elongation;

- (b) moving [14] the movable track section between a relatively low first position [11] and a higher second position [11] while the first vehicle is supported by the movable track section; and
- (c) while the first vehicle is supported by the movable track section, tilting [9,10,11,13] the movable track section so as to cause the first axis of elongation of the movable track section to be tilted at a substantially horizontal first angle when the movable track section is in said first position [11] and to cause the first axis of elongation to be tilted at a substantially non-horizontal second angle when the movable track section is in said second position [11], the second angle being sufficiently non-horizontal so that if the supported vehicle carries one or more passengers at the time the first axis attains said second angle, the second angle provides a sense of enhanced excitement to the one or more passengers beyond excitement provided merely by the vehicle and movable track section being at said higher second position [11].

Claim 27: (New) The operating method of Claim 26 and further comprising:

- (d) detachably attaching the movable track section to at least one track-continuation section [4,6] so that said track-following vehicle can move between a first support state in which the vehicle is supported by the movable track section and a second support state in which the vehicle is supported by the at least one track-continuation section, the movement of the track-following vehicle between the first and second support state occurring when the movable track section is attached to the at least one track-continuation section.

Claim 28: (New) The operating method of Claim 27 wherein:

- (c.1) said substantially non-horizontal second angle is in the order range of 30 to 90 degrees away from the horizontal.

Claim 29: (New) The amusement device of Claim 28 wherein:

- (d.1) a first of said at least one track-continuation sections [4] is located at the higher second position [11] and is adapted to allow the vehicle to directly follow the first track-continuation section under force of gravity when the vehicle is released

from the attached, movable track section while said substantially non-horizontal second angle is attained.

Claim 30: (New) The operating method of Claim 26 wherein:

(c.1) said substantially non-horizontal second angle is in the order range of 30 to 90 degrees away from the horizontal.

Claim 31: (New) The operating method of Claim 26 wherein said moving [14] of the movable track section includes:

(b.1) using a first cable [16] to pull the movable track section up from the lower first position to the higher second position.

Claim 32: (New) The operating method of Claim 31 wherein said moving [14] of the movable track section includes:

(b.2) using a second cable [18] to pull the movable track section down from the higher second position to the lower first position.

Claim 33: (New) The operating method of Claim 32 wherein said moving [14] of the movable track section includes:

(b.1) using a third cable [25] to apply a counterweight force against the weight of at least one of said movable track section and said vehicle.

Claim 34: (New) The operating method of Claim 26 wherein said moving [14] of the movable track section includes:

(b.1) using a piston-cylinder combination [21] to apply a dynamically damped, counterweight force against the weight of at least one of said movable track section and said vehicle.

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